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MainLine

National Model Railroad Association Inc - Australasian Region

Jul-Aug-Sep 1999

Volume 16 Number 3



C E D A R RAILS NEW LAYITON ME THE DIRTY F I N A L
VALLEY ENGLAND BROTHER L O O K W O R D
J O H N P H I L I P G E R R Y D O N A L D A N D R E W
S A X O N M O S S H O P K I N S D A V I S W E L L S

NMRA - SETTING THE STANDARDS IN RAILROAD MODELLING

Registered by Australia Post - Publication #PP241613/00080

The Masters ACHIEVEMENT PROGRAM



By Ken Scales, MMR

Prior to the last BOD meeting I was invited to take on the position of Achievement Program Chairman for the region. Most members of our organization have their own views on the value of the program. Many consider it is not for them. Many also consider that the paperwork is too hard and that they are really only in the hobby to enjoy themselves. In the light of all this I really had to sit down and have a long hard think about what I could achieve if I took on this position.

To do this I had to think about what membership of the region offered me. Firstly it provides a social calendar which allows me to mix with a group of enthusiasts with the same interests as my own. Secondly there are the special interest groups which I belong to for the modules and operation. Thirdly I get 14 magazines posted to my house for a very small amount of money. The best part of all this is that there is almost no personal commitment unless you choose to take on a position.

However the thing that has provided me with the most enjoyment has been the Achievement Program. I found that achieving the required standards was at times very difficult. I am more of an all round modeler than someone who has special skills in one or more fields. I had to do some parts of the program three times before I could reach the required standard. I started motive power and gave up after the AP chairman had a look at my preliminary efforts and said that I would be better off starting again. Because it was so difficult, I found that getting the MMR award was one of the most satisfying things I have ever done.

This leads me to what I am going to try to achieve. I agree with most members' view on the paperwork. I found the paperwork easy, because I write technical and legal reports for a living, but most people don't have this background. As a consequence, I intend to develop simple formats and information packages that members can follow to help them with the paperwork. I will also try to set up a support network to help fill in the gaps in knowledge that sometimes form a barrier to someone gaining an achievement award in a particular category.

I hope that I can encourage members to participate in the program for the same reasons that I have. One of the real fringe benefits is the extra skills you develop as a result of participating in the AP. It makes you look, learn and ask questions. After scratch building a boxcar, that kit that you bought five years ago doesn't look so hard to assemble. After hand laying a turnout, you will find that the annoying turnout on the top of the layout, that has been playing up for two years, will become very easy to fix.

The AP program gets us out of our comfort zone. Because it is our hobby that we do when we relax, we tend to stay in a comfort zone. We say that we don't want to do something, when really we are afraid to fail, or simply can't be bothered. However when we look at things other people have built, deep down we wish we could do the same. The AP program forces us to learn new skills. Because of this I have found that I get a lot more satisfaction from the hobby. I hope I can encourage others to do the same.

MainLine

Official Publication of the
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of the
NATIONAL MODEL
RAILROAD ASSOCIATION

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Publication No: PP241616/00080

Keith McCarron
Editor

Contributors this Issue

Steve Chapman
Gerry Hopkins
Grant McAdam
John Saxon
Piet Hamersma

SUBMISSIONS: MainLine welcomes articles, photographs, drawings, cartoons and other railroad modelling related material as contributions to the mutual enjoyment of the hobby by the membership. Material should have wide appeal and preferably be sent by email or post the editor. Articles may be submitted on 3.5" computer disks in any Windows based word processing format. Sharp photos, either B/W or Colour are welcome. Don't own a computer? That's fine - typewritten articles are also welcome.

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New South Wales

18 September	2:00 pm	Saturday	
John Baker	12 Roseberry Rd	Kellyville	(02) 9629 2349
16 October	2:00 pm	Saturday	
Michael Flack	14 Dawson St	Epping	(02) 9868 1723
6 November	10:00 am	Saturday	
Epping Model Railway Club	Dence Park	Epping	
Christmas Family Afternoon & Module Meeting			
5 December	12:00 midday	Sunday	
Jasper Road Public School	Baulkham Hills	(02) 9686 4270	
Cnr Jasper Road and Seven Hills Road (Enter from Jasper Road)			

Please RSVP by 29 Nov for catering purposes to
Allan Garbutt on (02) 9686 4270

On the Cover Ex-CNL FP9 number 6516 of the Conway Scenic Railroad heads a four car train at Conway, New Hampshire. On his most recent journey to the USA, Philip Moss spent several weeks visiting the northern New England states, where he took this excellent photograph. The full story of his visit starts on page 14.
Photo by Philip Moss.

Editorial

The times, they are a changing, or so says the words of that famous song. For in recent times we have seen many changes, both great and small - on the world stage and in our much smaller back yard in the NMRA-AR. Sometimes a career change can also involve much upheaval, and for Andrew and Vivian Wells, a job-change will also mean the complete relocation of their lives to New Zealand. Moving just down the street can be stressful, so moving belongings and family to another country (even though it is essentially moving back home) must be traumatic, to say the least.

With Andrew vacating the job of President, Vice President Geoff Hoad has stepped into Andrews shoes to take the reigns of the association for the remainder of the Board's term in office. Secretary Allan Garbutt has been appointed as Vice President and AP Chairman, Michael Flack, has been appointed to fill the Secretary vacancy. The Board has appointed two new members: Ken Scales, to take on the roll of Achievement Program Chairman, and Eric Hodgson is the new Treasurer, filling the vacancy left when Peter Jensen had to resign because of work commitments.

It would be unfair to suggest that the new BOD has the role of caretaker until the next election takes place in mid 2000, for there is ample opportunity for the new BOD to make its mark. If the momentum of the Board under President Andrew Wells is maintained, then all things are possible, for much was achieved under his stewardship. Two very successful Conventions were held. We have seen renewed interest in monthly meetings with attendances regularly topping 50 members, even when the venue requires travelling many miles, like the recent meeting at John Saxon's new home (over 60 attended). There are more hands-on clinics where members can try out new skills, like building handmade turnouts, and members are bringing to show and talk about, their latest project or model. Meetings have been varied too, from live steam in the garden at Jack and Shirley MacMicking's to a museum visit at Valley Heights. The public face of the Australasian Region, the *MainLine* magazine, has developed significantly during the past 15 months and the BOD has taken great interest in seeing that *MainLine* will continue to grow and offer members more of what interests them.

In any organisation, its health and vigour is often a reflection of the effort put in by its management team, but rarely is this effort recognised or appreciated by the ordinary membership. Change, whether subtle or great, rarely happens just by serendipity. Leadership and management are key factors in the success of any pursuit. Andrew can justifiably feel proud of the success and achievements of the Board of Directors under his Chair, for it is a reflection of the interest and endeavour that each member of the Board has committed.

The membership of the AR say thank you, Andrew for your interest and your commitment. We wish you and Vivian the very best of success for your future in New Zealand.

Keith McCarron

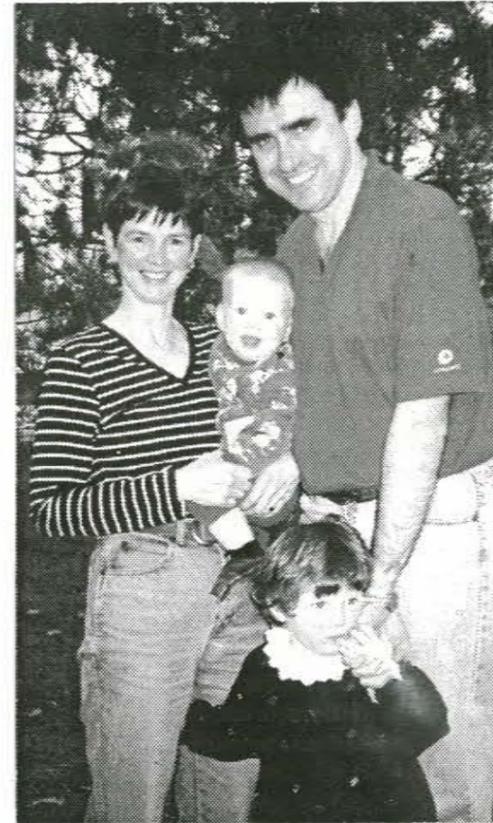
Meeting Schedule Victoria

12 September	11:30 am	Sunday	
Ron Wrigglesworth	2 Terrigal Court,	Bayswater	(03) 9720 8076
17 October	11:30 am	Sunday	
Gavin Hince	25 Dwyer St,	Clifton Hill	(03) 9489 4527 0419 372 263
14 November	11:30 am	Sunday	
Peter MacDonald	4 Boyd Street,	Bacchus Marsh	(03) 5367 3601
12 December	11:30 am	Sunday	
Grant McAdam	194 Booran Road,	Ormond	(03) 9578 8685

Canberra

30 October	2:00 pm	Saturday	
John Gillies	14 Earle Street, Lyneham		(02) 6248 8408
27 November	2:00 pm	Saturday	
Stephen O'Brien	138 Namarang Cres,	Waramanga	(02) 6288 3614

A Final Word



Andrew and Vivian, with Zoe and Marshall

I didn't expect to be writing a valedictory speech so soon after my last address. However, due to work and family commitments we are moving to New Zealand next month and hence I have resigned as President of the Australasian Region.

I must say how pleased I am to have received a number of letters and emails from members, passing on names for the mailing list, and in some cases investing considerable time and effort in giving their thoughts on our association. Not all of the comments are complimentary, which is not surprising or in fact disappointing. I expected that people would be more inclined to send brickbats than bouquets, and I was looking for constructive criticism. I am only sorry that I am not able to have further input into discussing these and many other suggestions and formulating future directions to provide something of real value to each and every one of our members.

In my time as President I've spent a lot of time worrying about things, and not enough time looking at the good things about our association. I joined the NMRA AR region in 1989, through the father of one of my workmates who happened to hear of my budding interest in model railroading and was kind enough to invite me to a meeting. So why have I stayed involved for so long? Put simply, the NMRA has given me the chance to meet a whole lot of decent, friendly people who, by the way, share a common interest. It has given my family and me what we hope will be a number of life-long friends and a large number of acquaintances.

I can't put a price on these friendships, so for this reason I haven't worried about analysing the costs of belonging, but if I did I would have to say that the advice received (through clinics, the *Mainline* and *Bulletin* and informally) has saved me thousands of dollars. How many of us would be prepared to pay for a complete DCC system sight

unseen, given the variety of choices now available? How many would have purchased dozens of commercial tree armatures if we hadn't seen a demonstration of handmade spiral-wound conifers? How many have changed scales or prototypes with the security of knowing the relinquished items would fetch a fair price with other association members? I get frequent phone calls from members both in Sydney and across the region asking for information and I can usually put the caller onto a member who has the answer. The long awaited reprint of the membership list will make it easier for you to contact other members. For mine, five dollars a month is a small price to pay for this wealth of information and advice.

Further, belonging to the Association has more than once kept me from giving model railroading away altogether. In today's society we all have a growing number of claims on our time, and yes it is hard sometimes to remember that recreation is a vital element in a balanced healthy lifestyle. The regular meetings remind me of what I get from an involvement in this hobby - a chance to switch off from the worries of the working week and retreat into a 'parallel universe' where I make the rules. It doesn't matter whether your other world is an elaborate, mostly complete layout room, or a layout that only exists in your mind as you re-read a railroading magazine on the train on the way to work - the dream is a healthy dream, made more so by being able to share it with others.

Now that I have children I understand the importance even more. To paraphrase, I have a dream, that one day I will be judged not by society's view of my success, but by the happiness that I've brought to my family; firstly by letting them share in a safe, uncomplicated pursuit, but most importantly by being a happier and healthier father than I might have been without my model railroading interest.

So in closing, I know that there will always be details of our association with which you disagree. Please do what I've just done and look at all the things that you like about the association - and if there aren't enough then put your hand up and help the association move in a direction that will make you proud to belong. As I've said before, this is not our association, its YOUR association. Take the time to make it truly yours.

Andrew Wells

Regional Roundup

The July meeting saw eight members of Division 3 making their way to the home of Steve Cullen for an afternoon meeting. Steve is well known for his Bellbird narrow gauge railway originally in HO_{n2.5} but after being bitten by the O scale bug he has moved up to On_{2.5}. It is always a pleasure to visit Steve's and see the progress on the layout. Steve takes the attitude that less is sometimes better than more, and since our last visit, he has removed some of the sidings and simplified the track plan. The layout is point to point and many a happy hour can be spent switching the layout.

There was a large selection of display items this month. Laurie Green brought along an O scale water tank and shed and a file card (wire brush) that he now uses for highlighting the grain on his wooden buildings. The file card generated a lot of interest and Laurie gave an impromptu demonstration. Ian Mitaxa and Grant McAdam had the photographs that they had taken during the convention in Sydney. Grant also had the O scale warehouse that he has had at several meetings and it was now close to being completed. Mario Rapinett had an assortment of O scale figures that he had painted as well as a large trestle under construction. Mario's trestle prompted Steve Cullen to bring out his copy of the book on "Walhalla Railway Bridges." Paul Richie had a book by D.E. Walsh on "Do it Yourself Vacuum Forming." Changing work commitments allowed Bob Backway to make it to this meeting and he brought along his Mk2 version of his DCC-Decoder programmer. For those who do not know, Bob was part of the committee that formulated the DCC standards.

Steve's wife, June, provided a delicious afternoon tea and all too soon, a very enjoyable afternoon had passed by.

Graham Meyer hosted the August meeting at his home in Emerald. Our regular meeting attendees will recall a memorable meeting at

Graham's where it was bitterly cold and there was hail during the day. This time the weather was kinder and it was a pleasant day although a little cold, which allowed us to cook our barbecue lunch before adjourning inside to spend the afternoon in convivial conversation. After all it was August and we were in the Dandenongs, so the weather was reasonable.

The number of members who bring along their latest modeling projects to share always impresses me and this helps to stimulate discussion during the meetings. Peter MacDonald brought along an O scale narrow gauge railmotor and an HO NSW AD60 Garratt locomotive. The AD60 is one of four Peter has built for different people from the DJH kit. Peter said it was one of the hardest kits he has ever assembled. The difficulty does not arise because of poor fitting parts but the complexity and the large number of parts that need to be assembled. When you think about it, an AD60 Garratt almost equates to assembling two locomotives. Mario Rapinett had a highly detailed HO scale works shed, an assortment of O scale figures and a G scale works vehicle under construction. Gavin Hince brought along several books (The Pacific Coast Railroad and The Nevada County Narrow Gauge), a G scale bridge and an O scale corner store. Gavin had detailed the interior of the store by shaping some strip wood to represent boxes of different sizes and then colouring them. At a normal viewing distance, they were very effective. Grant McAdam had finally completed his O scale warehouse that he had judged for the Achievement Program, a selection of O scale figures and narrow gauge modeling magazines. Steve Cullen had an O scale narrow gauge diesel, which he had modified from HO scale plus the book "The Era of the Bush Tramway in NZ" by Paul Mahoney.

At several meetings and through contact with some of the Division 3 members it has become

Victoria

by Grant McAdam

clear that the members would like to see some hands on activities taking place during the meetings. Depending on the topic it could be a forum discussion and display where each person describes and demonstrates their favourite technique or for more specialised topics, they could be led by someone noted for their abilities in a particular area.

Possible topics were discussed and the following were suggested:

- * Making trees
- * Painting figures
- * Soldering
- * Spray painting
- * Weathering wood/metal
- * Rusting corrugated iron
- * Track laying
- * Scenery
- * Backdrops
- * DCC discussion/forum
- * Kit bashing locomotives
- * G scale running day
- * Sound and model railroads

The September meeting will be a G scale running day at Ron Wrigglesworth, so for those of you, who have G scale locos, bring them along and give them a run. The October meeting will be weathering of wood and metal and November's topic will be spray painting. The December meeting will be our usual Christmas get together. If there is a particular topic you would like to see covered please contact me and I will see what can be arranged.

There has been a change of date for the October meeting at the home of Gavin Hince. It will now be held on Sunday October 17 commencing at about 11:30 am for our usual lunch time gathering. If for any reason you cannot make it for lunch you are still more than welcome to join us during the afternoon as most of our meetings finish usually around 4:00 p.m. or later depending

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Canberra

by John Gillies

July Meeting

Viv Brice had a good assortment of Pennsylvania Railroad and Conrail books that covered motive power, rolling stock and other useful modelling information available for perusal when we arrived for the July meeting. These gave us a taste of things to come later that afternoon. Charles Schuster demonstrated how cheap and easy it is to transport N scale models by using clear plastic fishing tackle boxes and VHS video cassette cases with the addition of foam rubber to prevent movement and damage. Charles also brought along the first issue of an art course magazine which included a very well made timber case intended for art materials supplied with later issues which doubled for sturdy and ideal N scale model storage. The first issue of the magazine apparently sold very quickly in Canberra as N scale modellers recognised a bargain when it presented itself. We specu-

lated that subsequent issues wouldn't sell as well!

Viv gave us a short presentation on using a timeframe for your modelling and illustrated this with some Conrail boxcars he had painted to represent repaints of Penn Central equipment as well as freshly painted Conrail cars. Using Conrail as an example, we discussed how older predecessor prototypes such as the Erie, Pennsylvania, New York Central, Reading and Penn Central could be used legitimately for many years after the Conrail merger to provide freight car fleet variety. After initially modelling Conrail, Viv has turned back time and now models the Pennsylvania Railroad of the 1950s in western Pennsylvania. Viv is using a converted garage that has been insulated and had a false ceiling installed to house his layout. Layout benchwork construction began recently and has progressed very well with the major design elements being a folded dog bone double tracked main line with a hidden doubled ended staging yard and a coal mine branch line heading off

into the hills. Viv also had a scale model of the layout, which he produced using CADRail to show the completed layout design. Thanks to Sylvie and Viv for a very enjoyable afternoon.

August Meeting

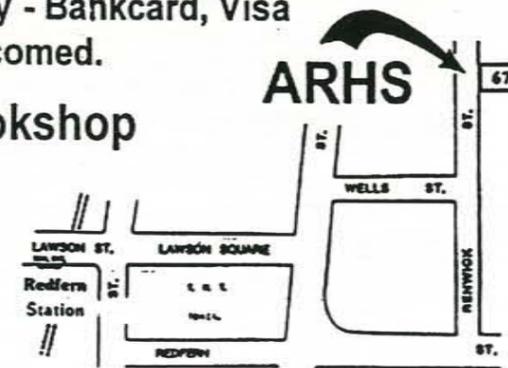
Peter Weller-Lewis hosted the August meeting and we began the afternoon with a wide variety of Peter's books, magazines and brochures to look through. Peter entertained us with an informative and humorous talk which reflected on the hobby and how things have advanced in recent years. Peter illustrated his talk with photo albums that covered many years and highlighted some of the changes he referred to. The changes ranged from zip texturing and basic scenery to the highly detailed water soluble techniques discussed by Bob Hayden and Dave Frary at the 1997 Sydney Convention. We also looked at the differences between a basic Athearn box car and the highly detailed Kadee, Intermountain and Red Caboose

Continued on Page 8/...

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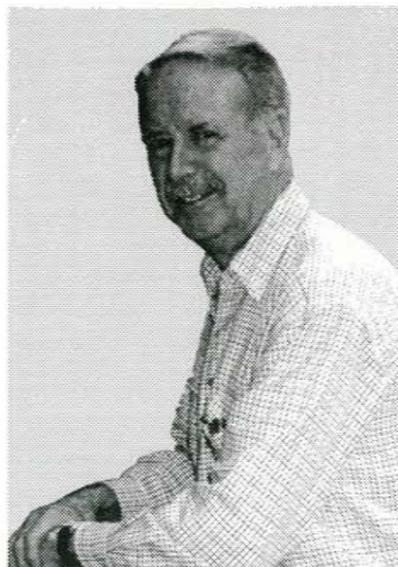
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The ARHS Archives, at the same address, are open for research on the first, second and third Saturdays of each month, 10am to 3.30pm.

CEDAR VALLEY

by John Saxon MMR

SHORT LINES RENEWED



This is the second in a series of articles on relocating a very successful HO scale railroad that was built by John Saxon over many years during a busy working life. He is now taking advantage of the opportunity presented by the move to his 'retirement cottage by the sea', to make changes and improvements to the function of the railroad to suit its new location.

The idea of using Tony Koester's Allegheny Midland as the prototype for the new Cedar Valley was very appealing.

I had always admired coal trains in mountainous scenery (as evidenced by the coal branch on the previous freelanced, but SP based layout) and I had a long-standing interest in the NKP and C&O. Perhaps I had been unconsciously influenced years ago by Tony's many published articles, photographs and plans, the Keller video and our visit to the US in 1993?

So, instead of spending years researching a "real" prototype, why not utilise Tony's many years of research and experience, which had led to his very successful Allegheny Midland? In other words, why not use the AM as the "real" prototype where there were countless published sources of "prototype" information available to me, more so perhaps than on any real railroad. Could this be called a "freelanced, freelanced prototype" approach perhaps?

So a quick e-mail to Tony

elicited a response that he would be honoured if I followed his example and so the die was cast. However, there was still one major problem, one of space availability. The AM is set in a basement 29' x 23' and I had just 16' x 23' even if I could find a way to use the whole of the room.

But then John Armstrong came up with the answer with an article on fitting a layout over a couch. So, using his recommendations, I calculated that I could fit in 9 tracks of Tony's North staging above the seats at 54" elevation, leaving plenty of room to use the seats and not hit one's head when sitting or standing up.

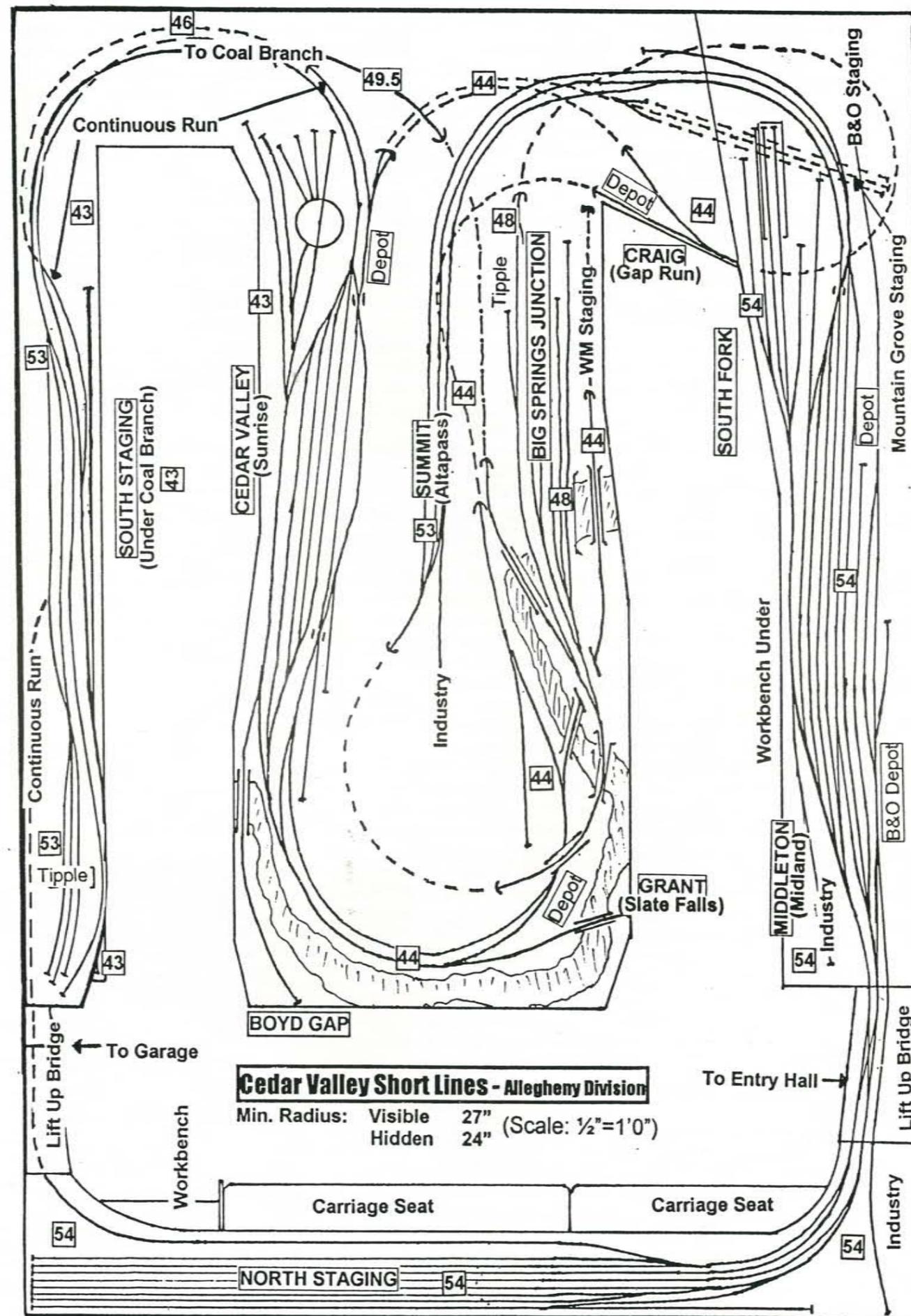
Then by using a lift-up bridge leading into my version of Tony's Midland and South Fork yard, across the doorway to the house entry, I had a start. It also became obvious that the South end staging could be placed at 43" against the garage wall with the coal branch terminal above it at 53". This then left the centre of the room for the peninsula, which to my mind, has always been the best

feature of the AM.

By photocopying portions of the AM plan at 1/2" = 1 foot and applying them over a scale plan of the room, it was apparent that I could squeeze in the 98" wide AM peninsula into my available 85" by reducing the minimum radius from 30" to 27" and narrowing the scenery behind Sunrise yard by a few inches. (Fortunately, I had the same peninsula length available).

Although I could not see how I could include Big Springs Junction or North Durbin, I felt I had captured the feel of the AM. I mailed a rough plan (see opposite) to Tony for comments which, based on his experience of operating the AM, led to suggestions that I incorporate a continuous run, if possible (to "placate visiting firemen"), install a Western Maryland staging track underneath Lime Springs and also eliminate as much of the hidden track as possible.

So with those comments in mind, construction was started in July 1998. (To be continued) x



Continued from Page 4/...

Victoria Report

on people's commitments.

During the November meeting the dates and venues for meetings for the coming year will be decided upon. If you can host a meeting or have a particular preference for a date and cannot make this meeting please let me know.

On a final note from Division 3, during this year's convention in Sydney, Andrew Wells approached several Victorian members and me about the possibility of hosting the next convention in Melbourne. After some quick talking we agreed in principle, but said that it would have to be discussed with the other Victorian members. The subject of the convention has now been discussed at our last two meetings and the consensus is that we will organise it, provided the Board of Directors gives their approval. It is anticipated that it will be an extended, one-day format in the later half of the year, possibly in early October. If the Labour Day weekend (NSW, ACT, SA) is selected it will allow the majority of members travelling from interstate to do so on the Saturday and the Monday and attend the convention on the Sunday thereby minimising the amount of time people will need to take off work. We realise that this date will clash with a major exhibition (Liverpool, NSW), so we are trying to give people plenty of warning so they can make their arrangements as to which event they will attend. Currently we are trying to locate a suitable venue for the next convention. Please watch the MainLine and for mail-outs providing updated information about the convention.%

Continued from Page 5/...

Canberra Report

freight cars that now available. Peter also lamented the high cost and poor running qualities of old brass locomotives compared with the well detailed, excellent running and very much cheaper Bachmann, Atlas, Life Like and Athearn locomotives now

available. Changes from cab control to DCC illustrated the huge advances made in electronics over recent years. It was fun looking through the photo albums and seeing some great layouts belonging to Fred Gill, John Saxon, Geoff Nott and Sowerby Smith, among others.

Peter's timesaver switching layout provided further entertainment and we saw a revised plan for his Chesapeake and Ohio layout based on Thurmond, West Virginia now that a larger space will be available in the garage of the new house. Options for refining the track plan from John Saxon and Don Mitchell (who happened to be at John's when Peter's plan arrived) were also on display. Thank you to Jenice and Peter for a very pleasant afternoon.

September Meeting

The meeting at John Prattis' began with a summary of the August meeting of the Board of Directors, especially the office holder changes and the healthy profit made at the Sydney convention. We discussed remaining meetings for the year, agreed plans for the end of year dinner and considered whether the current four-week schedule of meetings should be continued into 2000 - this will be followed up with the local membership. John Prattis models the Lithgow Zig Zag and has done much research on the Lithgow area. John gave a very informative presentation on the Lithgow steel industry from 1882 when James Rutherford blew up his blast furnace to the closure, dismantling and clearance of the industry by 1932. John's presentation was very well illustrated with many photos from the National Library of Australia, which covered the operations and locomotives of the steel works, the important production of raw materials from many sites and track plans from Australian Railway Historical Society bulletins. It was an interesting tale of changes in ownership, the importance of NSWGR freight rates and the impact of market forces, which resulted in closure because of competition from BHP's Newcastle operations.

John has further extended his layout and was putting the finishing touches to wiring and labelling a new

control panel that will be used for the first time at the next operations session. The monthly operating session started by Ken Macleay and John has been a very well received initiative that has seen us spend three enjoyable months at Ken's and Tony Payne's before moving recently to John's. Thanks to Julie and John for hosting the meeting.%

NSW Report

July 1999 by Steve Chapman

Meeting NMRA at Piet Hamersma Residence.

Good gathering of about 50 members came along to see Piet's fine DCC layout in operation. A lot of work has happened over the last 12 months, keep it up Piet.

Formal part of the meeting started at about 3pm. Meeting started with Andrews opening address. He gave a warm welcome to the attendees from the convention.

Andrew then dropped a bombshell that we need a new Treasurer. Peter Jensen is finding it too difficult with work and other things to keep it going.

By the time you read this in Mainline, we should have a new Treasurer.

Andrew wants feedback from all members on anything at all, so talk to him and tell him WHAT YOU WANT within reason.

Next Month's meeting will be at John Saxon's residence, so come along and enjoy his fine new layout after going to the Newcastle's Exhibition.

Meeting then closed, with a very enjoyable afternoon tea.

Thanks to Pete and Jenny for their hospitality.

I, the reporter am compiling most of the meeting reports on audio CD. So you the country member, who can't get to the City meetings can hear what went on for yourself. This CD will be available from either me or the librarian in the very near future. I have two meetings recorded, about a third of a CD. So it will probably take the rest of the year to get enough Audio data to fill a blank CD. I have already donated two CD's to the library, one on Jack Burgess's opening address and the

second on the DCC Forum both held at the Convention. So go see our Librarian for details on these two CD's.

Cheers From Steve Chapman

Saturday 28th Aug '99

by Gerry Hopkins MMR

This day was chosen to coincide with the Newcastle Exhibition, members could call into to see John Saxon's New Layout on the way to or from the exhibition. The weather was perfect and for those driving up at lunchtime the traffic was good. All the traffic was going into Sydney for the rugby (real rugby) at the Olympic Stadium. I have yet to ascertain how many arrived by water, John has a waterfront property near a small pier. There were 60+ members who made the trek to the Central Coast.

Most of the members had not seen the layout since John's move to the Central Coast and were presently surprised by the size and extent of the layout. It has moved from California to the Allegany Mountains

and still keeps the coal-hauling theme. 95% of the trackage has been layed, but only minimum wiring at this stage. A borrowed EasyDCC system was set up to run multiple trains on the day. John's grand daughters helped the early operation of the layout until the visitors took over.

At the formal meeting part of the day our new President, Geoff Hoad, was introduced and took over the proceedings. David North gave a report from the Trustee's meeting in the USA. Peter Burrows asked for a few more volunteers to man the layout at the Liverpool Exhibition. Colin Brettle was presented with the John Gordon Award for his entry in the Category K Contest at the convention.

Speaking of our intrepid trustee, David North, while at the National Convention in the USA David entered his scratchbuilt ATSF flatcar in the contest and won 1st place in Freight Cars. Congratulations on a fine model.

It was good to see that many

of the ladies made the trip to John & Toni's home.

Thankyou John and Toni for inviting us to you home/layout and we look forward to the next visit when you have the scenery started/finished.

Gerry Hopkins MMR

WELCOME TO THE FOLLOWING NEW MEMBERS OF NMRA

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Douglas Stronach
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Byron Bay 2481

Tony Reidpath
PO Box 274
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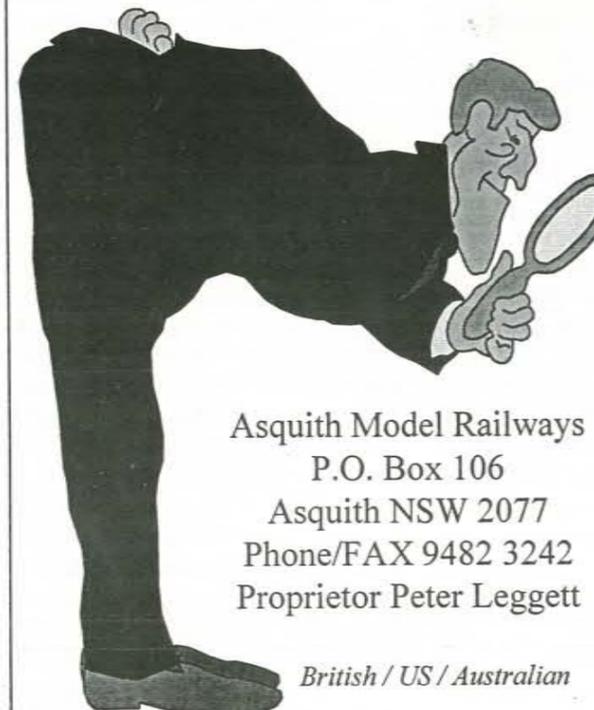
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Lay something on me, brother.

by Gerry Hopkins MMR

It is often said that the first step is the hardest. In model railroads it is the second step that is the hardest. 1st step - put a sheet of wood on the table. 2nd step - lay some track . . . this is where many modellers stop.

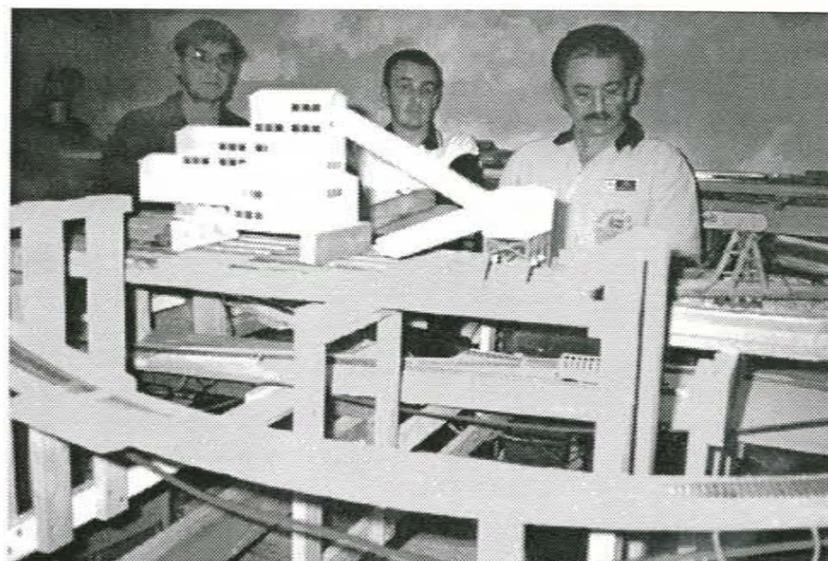
The modeller who wants perfect track each time is the modeller who has not yet started a layout, but he has read all the books and extracted advice from his mates who, incidentally, have not yet started their layout either.

The point I am trying to make is if you want advice, ask someone who has a layout. The layout owner will be happy to pass on any advice and information at his disposal. "Practice makes Perfect" sayeth the sage. Well I've been practicing for 30 years and still not perfect.

But for those who may be interested here are a few "proven" methods.

Roadbed can be on risers (timber supports that stick up) or just a flat sheet. The material can be plywood or MDF (craftwood), but NEVER pineboard. Ideas vary here but I work on the principle that if I can stand on a piece that is support 12" (or 300mm) apart it is strong enough for HO. Hence 12mm MFD or 1/2" ply is enough. There are some layouts out there that use timber that can support my elephant and me.

On top of this roadbed I use 6 mm cork. This can be either commercial strips with or without the edges chamfered or cork bought in large sheets. I'm lazy, I buy mine ready cut. I mark the centreline of the track and the position of all the turnouts (mark the frog and the throw bar positions) then place the cork over this mark.



Gerry gave John Saxon's benchwork the once-over.

Next I place the track in the right place on the cork and as I work along I use a 1mm x 12mm panel pin in the centre of ties (sleepers) about 4" (100mm) apart. The head can stay just up above the tie by about 1-2 mm. They will get pulled out later.

Do not forget to cut the molded rail spikes from the last tie on the rail: this will allow the rail joiner to slide on. When you have laid enough turnouts and track, check the line-up of rail ends on the curves. The rail tends to form a kink at this point.

Next drill holes in the roadbed, alongside the rails where you are going to attach the feeder wires. Pass a length of wire DOWN through the roadbed and then solder the wire to the rail. Do not use single stranded wire; use a good size flexible wire. The single stranded wire at the back of the layout - the part you cannot reach later - is the one that will break as the layout 'breathes' in changes of climate.

Run some rolling stock back and forth to check the track, if it is not right now it will not get better. Spray the track with your preferred colour of paint. Floquil Rail Brown is the one I recommend. Lightly spray from a low angle to get the side of the rails. When dry run some 400-grit emery paper over the railhead to remove the paint. If you plan to keep your brass locos in the showcase you can skip that step.

Connect the wires underneath the layout and run some trains around/back & forth to test the track. Next I prefer to do the scenery and then apply the ballast (prototypical) but most modellers 'need' to put the ballast down now!

Using a folded business card (can be yours or anybody's) like a funnel, pour your ballast along the centre of the track. With a little practice you will pour the right amount each time. Only do 12-18" of track at a time. With a flat 1" artist brush (the \$1 brush will do as good as a \$10

brush) hold vertically and brush in short strokes along the track moving all the extra ballast along in front of the brush. Do not worry if there are grains of ballast on the ties, just use the handle of the brush and tap the tops of the rails as if you were a drummer. This will cause the ballast to move off the ties and the track will look 'pretty'. Once all the ballast is in place we need to fix it down. There seems to be an addiction of modellers to Aqadhere, a white wood glue. I like my trains to run quietly. The best material is P60, a latex based product from 'Simply Glues'. It is sold at most hobby shops.

Spray the track and ballast with a fine spray of 'wet' water (water with a few drops of detergent added). The P60 comes in a convenient bottle with a spout, but you must first make a SMALL hole (1mm) in the top of the spout. Pour the P60 onto the ballast from just above the rails. Move the spout along the track slowly as it spreads to the outside of the track. If you miss a bit just add a little more as required. Then go to bed.

Next day, run a track rubber over the track to remove any residual latex. Run trains to check for ballast in the wrong places. Once you are happy carefully remove the panel pins.

You can press your thumb down on the track and you will see it give under pressure. If you had used Aqadhere it would have soaked into the caulk and made it hard - more drumming as the trains run. Kennebec County traveled 25,000km and none of the track fell off, so the method works. The P60 dries without any shine, unlike the white glues.

Well, I've upset enough die-hards this issue, who can I upset next time? %

The Next two BOD Meetings will be held 22 September and 18 October. If you would like to attend, please call the Secretary Michael Flack for details of the location.

EXTRA CAR LOADS

SERVICING OF ROLLING STOCK.

As a result of a bad running day recently where my coal train decided after all this time not to play the game with uncouplings and de-railments, I decided to put all the hoppers through a servicing program. This included a re-weigh, coupler check and slope test. I was very surprised to find that 10 (20%) failed the slope test, with half of the 10 not moving at all down a 1 in 36 slope.

After some discussion with some of the guys at my local club, I replaced the KD's on the 10 bad order cars with Intermountain wheel sets. Not one failed the re-test. The KD's I removed work fine in new trucks so they are being recycled as I make up new kits, keeping the Intermountain axles for any in future that fail the slope test.

All this comes down to the point that I should have had a regular inspection cycle started along time ago. Glenn Stevens - Division 1 Superintendent

PHOTOGRAPHY CONTEST WINNERS

Congratulations to the 1999 Convention Photography Contest winners:

1st Model Photography Colour Print	Bruce Lovett "Taw on shed"
2nd " " " "	Grant McAdam "Blacksmith's shop"
3rd " " " "	Grant McAdam "General Store"
1st Prototype B/W	Julian Israel "38 Class in foggy valley"
2nd " " " "	Ray Walter "Guatemala 1970"
3rd " " " "	Julian Israel "Loco 1919"
1st Prototype Colour "	Rob Nesbitt "N.Z. KA framed in tunnel portal"
2nd " " " "	Grant McAdam "Loco 463"
3rd " " " "	Rob NesbitT "Loco 3026 with XPT"

OCTOBER MODULE SIG MEETING

October 23rd. from 12.00 midday to 4.00 pm Module SIG meeting at North Ryde. Sydney. Visitors are very welcome.

Ring Gerry on (02) 9944 4733 or Email gerrymmr@flex.com.au for location details. Plenty of parking.

If you are thinking of building a module why not come along and have a look.

MEMBERSHIP LISTING

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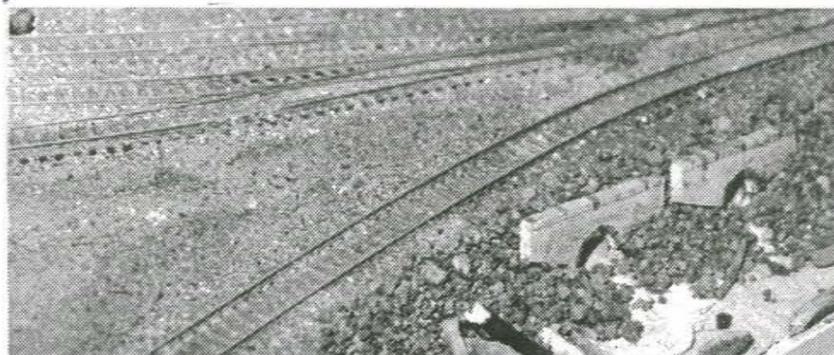
Gerry Hopkins. Fax (02) 9889 0450
Tel (02) 9886 6860 (8.30am to 4.30pm)
Tel (02) 9944 4733 (6.00pm to 11.30pm)

or Email gerrymmr@flex.com.au.

If you send by snail mail, please write the changes on a \$5 note.

GIVE YOUR LAYOUT THE PROTOTYPE DIRTY LOOK

by Donald Davis



Soil has been used in the yard and the ballast between the tracks. The rock wall and logs are from the first sieving.

There is nothing quite like the real thing, especially when it comes to soils and dirt. But how do we go about collecting natural soils to be used as ground cover or ballast.

When researching the location of your layout, whether a specific location e.g. Copper Canyon in Oregon USA, or Katoomba NSW, you will have an idea as to what type of scenery you will use. This will be the type of country the tracks will run through, whether it is rolling fields of wheat or the Rocky Mountains. Your research will tell you what colours and textures the scenery needs. Now is also the time to consider what type of background scenes will be used as it will all need to blend together.

Having decided on the colour of the scenery, whether it is fields of wheat or forests, it all needs to be, as in nature, in the ground. Once you know what colours of soil are needed, the next step is to find them.

Places to look for a variety of coloured soils are: Dump sites; at the edges of dirt roads; at the bottom of run-off channels on the sides of road cuttings, and anywhere fine soil can be readily collected. What we are looking for is basically, coloured talcum powder. This will be approximately the final texture. A word or warning: Do not take soil from National Parks or Council Reserves. It would be embarrassing to be fined by a Ranger.

To collect the soils you will require:

- 3-5 large plastic buckets
- Small shovel
- Brush and dust pan
- Heavy duty work gloves
- Boxes to place the buckets of soil in, as they aren't very stable in the back of the car when driving.

Shovel the loose soil and debris into the buckets. Collect any stones or sticks, etc as they can also be used as a source of scenery material. If using the brush and

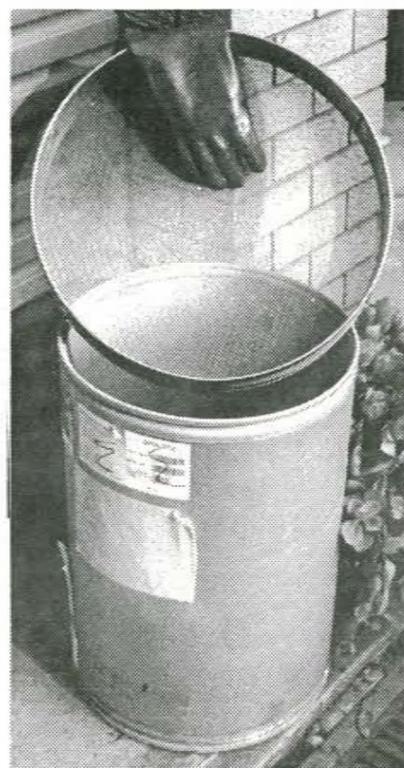
dustpan wear gloves as it is possible for glass or metal to be mixed in with the soil. Place the buckets in the boxes for transporting.

After collecting the soil, we need to make sure that it is completely dry. Using the gloves spread it out in trays

to a depth of approximately 3-4 c.m. I use either metal trays that came from a bakery or aluminium baking trays can also be used to dry it in. The larger the surface area the better for drying. It is then placed in a warm-hot airy position e.g. near the roof in a garden shed is perfect. You will need to have 3-4 trays of each colour as the sieving process reveals a surprising amount of stones and twigs in what we thought was fine soil. Keep the stones, twigs and any other debris, as it can be used to provide ground litter on the layout.

Now to sieve the soil. You will require:

- Large container (large garbage bin or spare sulo)
- Large plastic bag to fit inside the bin with enough length for it to reach the bottom of the bin and also hang over the top.
- A large sieve to fit over the top of the bin. The size of the mesh



Large sieve, fibre drum & gauntlet gloves

is approximately 4-6 m.m. (The first sieve I used was from a prospector supplies store)

Small sieves, I was able to acquire a set of sieves used in a laboratory. The first set I had were from large Milo tins with the base cut out and several layers of metal fly wire fixed to the bottom until I got the dust size I wanted.

- Dust mask, as this is a very dusty process
- 300-400 gram coffee containers or similar. Plastic ones wont break if dropped.

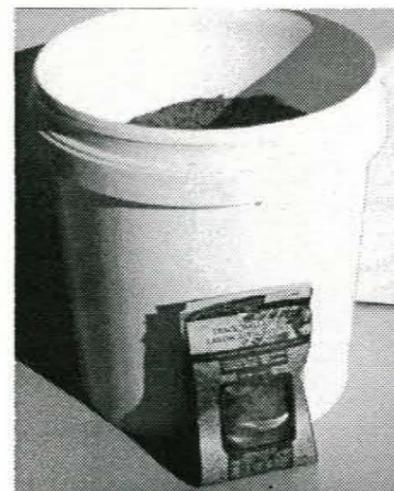
Step 1. Place the plastic bag inside the bin making sure it overhangs the sides. Make sure you use the dust mask. Place the sieve over the top and pour a small quantity of the collected soil into the sieve. Spread the soil around forcing it through the mesh. Place any residue stones into another bucket. Continue the sieving process. When you have sieved all of one colour or textured soil pour the soil from the plastic bag into spare buckets. Continue to sieve the other soils.

Step 2. Using the first of the small sieves, sieve the soil over a spare bucket. Keep emptying the mesh container to keep the

mesh free from blockage. Empty the larger granules of soil into screw top containers for future use. I mark my containers with the colour and grade of contents.

Step 3. Using the small sieve with the finer mesh repeat step 2. Using the soil collected in the bucket in step 2. Empty the granules into container and identify the same as in step 2.

The method that I use to identify the containers is to print off labels on my p.c. with a font size of 48 points or more, so that it is easy to read.



This completes the sieving stage of collecting soil for ground cover. Although it is a dirty and time-consuming exercise, it is a satisfying method of acquiring a unique covering for your scenery.

This process can also be used for the collection of track ballast. It is important to go over the track with a magnet after applying the ballast. It is possible for steel to be present in the collected ballast and may cause a short circuit if picked up by the locomotive's motor magnet.

The purpose of collecting soils is to help make your layout stand out with an individual look to it. Another advantage is the cost. A 440-gram container of modelling soil is approximately \$5. A 15-litre bucket of final sieved soil weighing 16 kilograms is equivalent to 36 x 440-gram containers, or \$180. As can be shown, collecting and sieving your own ground cover and ballast is a worthwhile exercise.

Another way to get your partner involved: suggest a lovely drive in the country... just don't let her see the buckets and spade.%



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Rails Around Northern NEW ENGLAND

By Philip Moss



Ex VIA FP9 #6516 of the Conway Scenic Railway, CONWAY NH - Photo by Philip Moss

I have seen a lot of the attractions of the western and southern states of America in recent years, so I decided this trip to spend several weeks visiting the very different northern New England states.

I began my visit in north western Vermont at the Shelbourne Museum just south of Burlington where they have an internationally renowned collection of Americana housed in 37 buildings on a 45 acre site. The railroad exhibit has a large memorabilia collection that is housed in a restored 1890 depot. It has a Central Vermont steam locomotive and the private car "Grand Isle." Nearby is a former Woodstock Railroad steam inspection car

"Gertie Buck".

After spending the night in Montpelier, I then went east on Route 302, as it took the most direct route across Vermont and New Hampshire, to my next stop at Portland in Maine. Although I would like to have spent several days touring the area I had to do this trip in one day, and in doing so had to forego several train rides along the way. The problem was caused by not being able to book any overnight accommodation in the area from here in Australia, even though I came across dozens of motels in the towns along the way.

Although it was not mentioned in any tour guides I had read, soon after crossing into New Hampshire I came across Howie's

Toy Museum at Lisbon. It is a most unusual museum, run by a mother and her son, which shows the results of their family's thirty years of collecting all types of toys. Most interesting were over five hundred pieces of model railroad rolling stock, including several rare pieces, along with their six operating layouts with another four under construction.

Soon after, in the town of Bethlehem, is yet another model railroad attraction, housed in what was once a three story boarding house, called the Crossroads of America. This was somewhat of a disappointment as the various small displays downstairs were poorly organized and their main exhibit of a large 'O' scale layout in the attic was not what I would consider to be of

display standard. It had broken or unfinished scenery and was covered in dust, indicating it had not received any maintenance for some time.

Some twenty miles later I came to the biggest train attraction in the White Mountains area, The Mount Washington Cog Railway, at Bretton Woods. Built in 1869, it has been declared a National Historic Engineering Landmark, because it used what was then the new technology of toothed cog gears, rack rails and tilted boilers to become the worlds first mountain climbing cog railway. Today it still operates over the second steepest track in the world, so steep in fact that one trestle called "Jacob's Ladder" climbs an incredible 37% grade, while taking passengers on a three mile round trip up to the 6288 foot summit of Mt Washington and is locally referred to as the original 'little train that could'.

Next place on my list to see was the Hartmann Model Railroad at Intervale. This turned out to be one of the biggest model railroad attractions I have ever seen. Housed in two buildings covering 16,000 square feet is a huge model railroad and toy museum, a big hobby shop, a crafts shop and a cafe, while outside is a 1/4 scale miniature train big enough for people to ride on. The site has a lot of different layouts, all of which you can operate at the push

of a button, which cover all scales from Z to G and most unusual in America, they are mostly of European prototype. The entire display has some 5,000 locomotives, coaches and freight cars along with several hundred diecast model cars and trucks.

Surprisingly this attraction has an Australian connection as the owner is a former Swiss national (hence the European display) who not only has some N.S.W. Powerline trains and Trax diecast models of Holdens and Falcons on display, but he told me that prior to finding the present location he was once considering building this complex in North Queensland.

Nearby is the home of one of the biggest railway attractions in New England, the Conway Scenic Railroad which operates three very different tourist train trips. One of them The Valley Train goes alternately either south through the Mt Washington Valley to Conway by steam train traveling over a former Boston & Maine Railroad branchline, or north to Bartlett behind diesel power for a longer return trip. The other one known as the Notch Train is powered by a fully restored matched set of ex VIA FP-9 diesels and goes west through some of the most spectacular scenery in the east, crossing the famed Frankenstein

Trestle and Willey Brook Bridge before reaching Crawford Notch Depot.

I had to continue on to Portland for the night, but if accommodation was available along the way, there were four other train attractions to see around the White Mountain's area, which is just south of the attractions already mentioned.

The northern most attractions can be found in Lincoln, which is on the main highway running though the area, Interstate 93. Here they have both the Hobo Railroad, which operates a one and a half hour diesel powered ride along the Pemigewasset River, and the White Mountain Central Railroad, which runs a more interesting thirty minute steam train ride from their 1890's station through the woods. This train is hauled by their #4 2-truck Heisler.

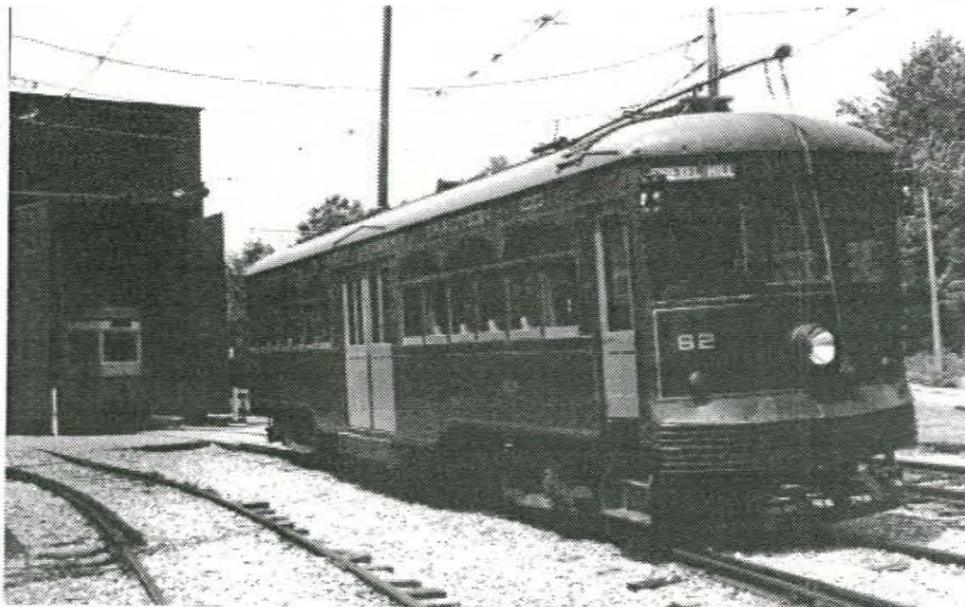
At this point you can either travel east along the scenic Kancamagus Highway to Conway, or continue south to Meredith to see the Winnepesaukee Scenic Railroad. This railroad operates both a one and a two hour diesel powered excursion between Meredith and Lakeport. The route is over former Boston & Maine track that runs along the shore of New Hampshire's largest lake, Lake Winnepesaukee.

After a scenic train trip it is only a short drive around the lake to

see the Klickety Klack Model Railroad at Wolfeboro Falls. This large display has some twenty four HO and N scale trains running over 1500 feet of track. The layout is complete with such things as a miniature circus, a carnival, a waterfront village with a lighthouse and a large factory complex. The collection includes 150 locomotives, 400



Boston and Maine E8 #4268 at Conway, NH - Photo by Philip Moss



Seashore Trolley Museum, Maine. That's the nose of a Sydney tram in the shed - Photo by Phillip Moss

town of Biddeford. Here they have the Biddeford Station and the Great Northern Narrow Gauge Railroad Museum. Unfortunately this place was under construction on the day I was there as Biddeford Station is being enlarged into a big tourist attraction and will consist of a two foot gauge train ride, a railroad museum, theater, hobby shop, and the York County Model Railroad Club layout.

Not far away in Kennebunkport I found the Seashore Trolley Museum, the home of the

freight and passenger cars and 1500 miniature people. The layout represents over 70,000 hours of construction work.

Crossing the state border into Maine, I headed for Portland to see the Maine Narrow Gauge Railroad Museum. It is located on the waterfront downtown where a steam powered two foot gauge train takes passengers on a trip along Casco Bay. The day I was there the trip was diesel powered, so instead of riding the train, I had a look around their museum. Although only small, it contained several interesting pieces, including the only Maine two foot gauge parlor car, built in 1901 for the Sandy River & Rangeley Lakes Railroad, and two coaches named

Pondicherry and Mt Pleasant, which were built for the Bridgton & Saco River Railroad in the early 1880s. They even had a railbus and a two foot gauge Ford Model T inspection car.

Some thirty miles north east of Portland are two more attractions. At Boothbay is the Boothbay Railway Village where they have a two foot narrow gauge steam train giving rides around a recreated railway village complete with restored railroad structures and other buildings. While nearby in the town of Wiscasset is the Maine Coast Railroad, which gives diesel powered scenic rides.

Traveling south from Portland some twenty miles you come to the

"National Collection of American Streetcars," which was established in 1939 as America's first trolley museum. Set in 320 acres and featuring over two hundred and fifty different trolleys and mass-transit vehicles from around the world, including one 1930's vintage Sydney tram. After spending time touring their restoration shop and several large trolley barns, you can climb aboard one of their restored vintage trolleys for a narrated four mile trip over the former Atlantic Shore Line interurban right of way.

After Kennebunkport I left Maine and headed south for my next destination, Boston. I will tell you about that part of my New England states trip, another time. x

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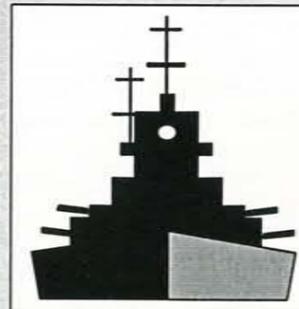
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Australasian Region TRUSTEE Report

by David North

July, as most of you are aware, is the time of year that the NMRA holds the National Convention in the USA. At the Board of Trustees meeting, held over the three days preceding the Convention, bids for a future Convention are presented to the Trustees for their vote. This year we were presented with a bid for the 2004 Convention to be held in Seattle. The bid was successful and I have some exciting news for you about Seattle later in my report. The investment committee have formulated an Investment Policy that will be applied to all investments of the NMRA. This policy should help to achieve a long-term goal of the board, for the Association to be less reliant on fees as the major source of income. I stress however, that this is a long-term goal. Nevertheless, it is a responsible move in the right direction.

The Achievement Dept reported that there is a Q&A section on the website and AP forms are now downloadable from the net. Remember, the A.P. is simply a neat way of being acknowledged by your peers for your achievements. Qualification for various categories comes as a byproduct of building your layout, writing some articles, or building some models, etc. As with many facets of our hobby it's not for everyone, however those that have been involved tell me it added to the satisfaction they gained from wiring the layout or laying the track or whatever. Contact Ken Scales for more information.

Our Executive Director, Connie Rudder presented a proposal for some strategic initiatives in the Operations Dept. The proposal included an aim for each Dept to have clearly identified short, medium and long term goals and objectives. The Trustees approved of this professional and business-like

approach to the planning of our organisation's future. This was put to us as a proposal and therefore was not voted on, but again it is pleasing to see the commitment to future planning and development, without which any organisation will flounder.

Unfortunately, due in part to projected increases in US postal charges, we may be forced make a "cost of living" adjustment to dues again. A decision on this was held over to the meeting in January and will be subject to how things look at that time. At a regional level the Board is currently looking at ways to reduce our expenses, so that we can either reduce dues or hold them at current levels for some time. I won't bore you with a lecture on inflation but I guess it's fair to say that very little costs what it did 10 years ago. Reality bites once again.

The library has received a donation of Lima Locomotive photos and sales of Freight Trains and Terminals is going well. This book explains in detail the function of each area of freight operation with numerous photos and drawings. A reprint of a publication first printed in the early part of this century, it provides a fascinating insight into how the railroad freight business works. Available through the NMRA Kalmbach Memorial Library.

The Library also provides a research resource and I commend you to use this. Again, further info is available on the US website at www.nmra.org If you are not on the Internet yourself try your local library, as many provide this service.

On a sad note, we were told of the passing of Whit Towers, known to many of us as the "Chief Engineer" of the Alturus and Lone Pine RR. Whit also served our Association in many capacities including Bulletin Editor and

President.

On a happier note, I mentioned at the start of my report that I had some exciting news about the 2004 National Convention in Seattle, Washington. The good news is that room rates have been negotiated that are locked in to 2004. The three hotels' rates range from under to just over \$US100 per night and there is usually only a minor adjustment (if any) for multiple occupancy. Three or four to a room (separate beds of course) works OK from experience, so if you have never been to a US National here is a great opportunity. (If you have been before you will know what I mean). Seattle is on the West Coast, so airfares are less (no extra link to the East or Midwest), Seattle is not far from Vancouver and is itself a very popular tourist destination and, as I said, the room rates are locked in. Further info will be available by following the link on the NMRA website (www.nmra.org). Lastly, I would like to thank all those members who have responded to Andrew's and my requests to keep an eye out for new members. Like many of you, I had heard of the NMRA for many years before I joined. As anyone who knows me will tell you, I am NOT shy, but I felt a bit uncomfortable making the first move. Mike Bartlett took the trouble to invite me to a meeting some years back (yeah, that's right - he is to blame). As a result, I saw what was on offer and decided to join. I have never regretted that decision, primarily because I have made many, many good friends. Try it - there are many guys out there, just waiting for an invite, just like I was.

That's all for now

David North

Your Region Trustee

The Modules SIG Report

Gerry Hopkins MMR

The meeting was held on a sunny, cool day in August in North Ryde. The venue was the under office car park of Lanier Aust., the company I work for five days a week.

The meeting started at 10.00 am so that we had time to set up a large module system and have plenty of time to run trains.

The system had both single and twin track modules. At each end of the system we had a large reverse loop. None of the modules has turning facilities or a large enough yard to turn trains...yet! There were 14 modules in the system and they were set up in a straight line.

To enter and exit the loop the driver had to check for a green signal, to

show correct polarity of the next section. As long as the signal was green there was a seamless transition. The reversing switch could be thrown while the train was in the loop without having to stop or reverse the controller. Remember we are running a DCC system. The modules can be run on any available DCC system - the modules don't care!

Switching was carried out on modules with industries while an ABA set of E7's hauled a passenger train around the system. There were an assortment of locos, both steam and diesel, running on the system.

Why don't you build a small/large module and join us next time? The system was built to handle both train

operations (running trains through the system) and car operations (switching cars at industries along the way). You do not have to own a DCC system to be a member, just interested with the intention to build a module.

For full details on the modules standards, look up our Web site at <http://www.nmra.org.au>.

Gerry Hopkins MMR
gerrymmr@flex.com.au

VOLUNTEERS WANTED
to populate the NMRA stand for a couple of hours at the October long weekend AMRA Train Show at Liverpool.
You get free entry for your time.
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LIBRARY CAR

The last spike (The Great Railway 1881-1885)	Berton	Layouts (Atlas Track Plans)	Armstrong
Encyclopedia of Model Railways	Allen	HO Railroad that Grows	Westcott
Complete Book of Model Railways	Sutton	Small Railroads You Can B	Westcott
Ships and Narrow Gauge Rails	Best	How to Build Model Railroad Benchwork	
Mansions On Rails	Beebe		westcott
Railways of the Twentieth Century	Allen	101 Track Plans	Westcott
The White Pass & Yukon Route	Cohen	Practical Guide to Model Railroading	Westcott
Iron Horses (American Locomotives 1829-1900	Alexander	How to Wire Your Model Railroad	Westcott
Orient Express	Wiesenthal	The Model Railroading Handbook Volume 1	
Classic Steam	Whitehouse		Schleicher
Canadian Pacific	McGill	The Model Railroading Handbook Volume 2	
Learning from the Prototype (NMRA Clinic)	Thompson		Scheicher
The National Dream (Great Railway 1871-1881	Beston	The Best of Model Railroading Track Plans	
The Ma & Pa	Hilton		Scheicher
Model Railroad Scenery & Detailing	Sorenson	Building Your Next Model Railroad	Scheicher
Model Railroad Track and Layout	Kalmbach	Realistic Model Railroad Scenery	Frary
Story of American Railroads	Holbrook	222 Tips for Building Model RR Structures	Frary
Steam Locomotives in America	Bruce	303 Tips for Detailing Model RR Structures	Frary
Scenery Manual	Woodlands	Track Planning Ideas	Hayden
NMRA Yearbook (1960)	NMRA	Model Railroad Stations	Hayden
Real Live Scenic Techniques	Caitati	How to Operate Your Model Railroad	Chubb
Model Railroader Cyclopedia (5th Edition)	Kalmbach	Building A Railroad With Personality	Olsen
Trains	Hand/Edmonson	764 Helpful Hints	Warren
Steam Trains	Fitzimons	HO Narrow Gauge Railroad You Can Build	
Official Railway Register (1953)	NMRA		Furlow
NMRA 1996 Melbourne Convention Handbook	NMRA-AR	Painting Miniatures	Floquil
10 Year Product Test Listing from MR&RMC	Hodges	Kit Bashing Model Railroad Structures	Curren
NMRA Clinics at Portland (1994)	Metcalfe	Detailing Tips	Model RR
Walthers 1983 O Gauge Catalog & Reference Manual	Walthers	Basic Electricity and Electronics	Friehman
Walthers Catalogs 1979-1984,1987,1991,1993.	Walthers	Model Trains Yearbook (1963)	Kalmbach
Trains (bound volume 34 1973/1974)	Kalmbach	Model Trains Yearbook (1964)	Kalmbach
Trains (bound volume 41 1980/1981)	Kalmbach	Easy To Build Model Railroad Structures	Anderson
Model Railroad Track Plans	Armstrong	Classic Articles from Model Railroader	Ellison
Track Planning for Realistic Operation	Armstrong	Scenery for Model Railroaders	McClanahan
		IMC N Gauge Catalog No15	

All the above books are available from Piet Hamersma, 44 Superior Avenue Seven Hills NSW 2147. Telephone 02-9622 1849 to discuss borrowing arrangements. This service is available to personal callers only. Sorry, no books are sent by mail.

THIS IS JUST ANOTHER BENEFIT PROVIDED THROUGH YOUR NMRA MEMBERSHIP

Australian Region Directory

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www.nmra.org.au

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